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Private Residents at the
Outports
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Hongkong, 1st October, 1905. [a1223]

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Hongkong, 28th May, 1906. [a187]

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Hongkong, 8th June, 1906. [a153]

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RELIANCE CROWN
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Hongkong, 3rd October, 1905. [a155]

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FOR EARLY AUTUMN WEAR

PRICE \$35 THE SUIT.

SEE WINDOW.

LANE, CRAWFORD & CO.

Hongkong, 1st August, 1906. [a183]

HIRANO.

THE LEADING MINERAL WATER OF THE EAST.

THE HIRANO MINERAL WATER CO., LD., KOBE.

AGENTS: F. BLACKHEAD & CO. [a158]

Hongkong, 16th August, 1905.

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KUPPER'S PILSENE
BEER.

AND SEE THAT YOU GET IT.
LOOK CAREFULLY AT THE LABEL.
BEWARE OF COLOURABLE IMITATION.

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15, QUEEN'S ROAD CENTRAL. [a184]

Hongkong, 18th August, 1906. [a184]

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ALSO SPECIALLY FITTED AS A POWERFUL TOW-BOAT.

The "CITY OF BIRMINGHAM" has just completed the salvage of the s.s. "DUMBARTON,"
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Classed 100 A1. Lloyd's.
Length 33.P. 140 feet 5 inches.
Breadth 23 feet 5 inches.
Depth of Hold, 10 feet.
Tons Gross, 287.
Tons net, 92.
Dead weight, 200 Tons.
Draft laden, 12 feet 10".
Draft light, 10' 6" x 6' 6".

Engines, Triple.
Horse-power Nominal 64.
Indicated 650.
Cylinders diam. 13 in., 22 in. and 35 in.
Cylinder stroke, 27 in.
Boiler, One, S.E. Tubular.
Working Pressure, 190 lbs.
Consumption per day 7 Tons.
Average Speed, 11 knots.
Capacity Bunker, 110 Tons.
Water Ballast, 22 Tons.
Steam Winch, One.
Steam Windlass, One.

For further Particulars, apply to—

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NAGASAKI. [a144]

8th August, 1906.

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BILLIARDS, BOWLS AND OTHER PASTIMES.

TRAMS TO AND FRO FREQUENTLY.

THE PLACE TO SPEND A PLEASANT EVENING.

Arrangements for Parties may be made with MANAGER at any time.

Hongkong, 31st August, 1906. [a163]

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TIME TABLE.

WEEK DAYS.

7.00 a.m. ... Every 10 minutes.
7.30 a.m. ... Every 10 minutes.
8.00 a.m. to 11.00 a.m. ... Every 10 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.
8.00 p.m. to 9.00 p.m. ... Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. 6.15 to 11.15 p.m.,
every 4 hours.

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Cable Address—"BOAVISTA."

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a21 THE MANAGER.

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TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 10.30 a.m. ... Every 20 minutes.
9.30 a.m. to 11.00 a.m. ... Every 10 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS at 8.15 p.m. & 9.00 p.m. 6.45 to
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Hongkong, 27th August, 1906. [a186]

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Hongkong, 23rd August, 1906.

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Oral communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
All letters for publication should be written on the side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.
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BIRTHS

On August 17th, at Taichow, the wife of Dr. S. N. BARNETT, of twin daughters.

On August 25th, at Shanghai, to Mr. and Mrs. E. MORRISON THOMAS, a son.

MARRIAGE

On September 2nd, at the Synagogue "Oheb Leah," ALBERT RAYMOND to RICHARD, eldest daughter of Mr. and Mrs. D. H. SILAS, of Hongkong.

DEATHS

On August 24th, on board the *King Mary*, EMILY CHARLOTTE, the beloved wife of ALEXANDER S. WILSON, aged 58 years. (Interred at Shanghai.)

On August 25th, at Shanghai, EMILY CECILIA, aged 29 years.

HONGKONG OFFICE: 10A, DES VIEUX ROAD.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 4TH, 1906

THERE can be little doubt that, should the attempt which has been so persistently kept up by the Home Government to prevent the employment of Chinese labourers in the Transvaal mines be successful, much disappointment will be felt in China both in official quarters and among the labouring classes immediately concerned. The extraordinary part of the whole of this long protracted matter is that the persons who are certainly those most affected, have made no movement from beginning to end of the controversy. Neither the Chinese Consul in the Transvaal nor the Chinese labourers had any complaint to make, and the latter, when means to return were offered to them, showed no disposition to avail themselves of the facilities. There is no doubt therefore, that the opportunity of employment is looked upon by the Chinese as no small advantage, and that the

interference of the Imperial Government in the matter will not be considered as an act for which they are called upon to be particularly grateful.

The views of the Chinese Government in respect to the emigration of their subjects have undergone a great change of late years. Formerly it was against Chinese law for any subject of the son of Heaven to transport himself to foreign climes. But the curious thing is that, notwithstanding this, there has always been a tendency to emigrate on the part of the Chinese. They did so in their junks long before foreign vessels came to these parts, and there can be very little doubt that they will continue to do so in face of all the difficulties that may from time to time be put in their way in given directions. If one nation will not have them or does not want them, another will receive them, and get the benefit of their steady and reliable work. At the present time, it is noteworthy that while our Government is exerting itself to the utmost to prevent the Chinese being introduced into the Transvaal, Germany is arranging to receive an instalment of the "Yellow Petrol" so much denounced by her, into her Colony in East Africa. Should this movement succeed, as there is good reason to believe it will, there will be good reason to smile at the absurdity of Great Britain in opposing so useful an element in one of her most valuable possessions. That the attempts of the Home Government, (should the present administration continue long in office) to put an end to the employment of Chinese in the Transvaal will not cease with the establishment of responsible government there, may be taken for certain; and these attempts are only too likely to prove successful. Although self-governing Colonies have the decision of such matters in their own hands the Home Government is able to influence such decision to a great extent in matters in which they are interested, by instructions to the Governors of the Colonies. It is true the Governors have no power to direct what decision shall be arrived at, but their influence goes a great way towards deciding the manner in which a given question is brought before the Legislature, and is often enough to turn the scale where opinion is pretty evenly divided. This is likely to be especially the case in a Colony to which representative institutions have been only recently granted, as will be the state of matters in the Transvaal. There is thus good ground to fear the possibility of the Transvaal Legislature declining against the employment of Chinese, and thus lifting the Liberal Government out of the quagmire in which their election cries have landed them. It is to be hoped that wiser counsels will prevail, but the contrary contingency has to be borne in mind.

Should this be the result there can be no question that the Chinese Government will regard it as an act of exclusion of an unenlightened character as regards their nationals. The subject cannot of course be taken up as an international grievance seeing that the Chinese still restrict the rights of Europeans in their own country; but it will be certain to be remembered at any time when further concessions are asked for. For this reason, if for no other, it was certainly not the policy of the Home Government to raise this question. If it had sprung up of itself, they might have had to accept the position and make the best of it, as they have had to do with respect to the exclusion of Asiatics in Australia and other Colonies; but this is a very different thing from actually countering a difficulty which is certain sooner or later to assume proportions that will make it a serious matter to deal with. Of course it is not wise to look too far ahead, and circumstances may arise, and it is to be hoped will spring up, which will render the question of Chinese immigration in our Colonies less thorny than it appears at present. The best hope no doubt lies in the development of China herself. As modern improvements in the way of railways, local manufactures and the like are developed, there will be increased employment for the Chinese labourer in his own country, and this may have the effect of making him less disposed than at present to seek his fortunes abroad. In the meantime, however, it is certainly the policy of the Home Government to encourage the Colonies to adopt as liberal a policy as is compatible with their own interests in respect to the admission of Asiatics, whether as labourers or in any other capacity; and it is a subject of regret that precisely the opposite policy has been acted upon and seems likely to be persisted in by the present Administration.

The new German Consul General for Shanghai, von Buri, will arrive here by the German mail steamer *Preussen* about the 27th of October.

A lighter which is to be delivered to Messrs. McBain and Co. at Langkat was towed into port yesterday from Shanghai by the German steamer *Stettin*.

The first black plague report for a whole week was issued by Dr. Pearce, M. O. H., yesterday. With the exception of three cases of enteric, the Colony was absolutely healthy.

Vice-Admiral Sir Harry Tremenheere Grenfell, K.C.B., of Arthingworth Hall, Northampton, whose death took place on February 19, left property of the value £4,612 2s. 3d.

When the *s.s. Kamome Maru* arrived in port yesterday, the Captain reported that a murder and suicide had occurred aboard that vessel. A few hours before she arrived at Manila a steward stabbed a comrade to death, and then jumped overboard and was drowned.

We yesterday received the following communication—Typhoon warning. Manila observatory, one o'clock a.m. Typhoon crossed Luzon filled up. Note: This evidently refers to typhoon relative to which I received message from the Manila Observatory late Saturday afternoon. Amos P. Wilder, U. S. Consul General.

We have genuine satisfaction in informing Hongkong's numerous lovers of vocal music that they are to have another opportunity of studying the methods of Mr. Edward Brancôme's Westminster Glee and Concert Party. These singers who gave so much pleasure last year, expect to be in Hongkong about the middle of December next.

Our London correspondent says in a note received yesterday:—One of your leading residents, Mr. Ho Fook, who has been in this country for some months seeing his sons placed in College, leaves London on 15th inst. for Paris en route to Geneva where he will join the "Princess Alice" which is to leave for Hongkong on 12th Sept. He has enjoyed his stay in this country very much.

In the French colonies in Cochin China an idea had gained currency that there was a probability of a line of steamers, subsidized by the Australian Government being run between Australia and Saigon. The Melbourne Consul writes that he knows of no such project but that he had heard from exporters speak of the creation of a direct service between Australia and Hongkong.

The Manila papers report a larger number of cholera fatalities than usual. A shocking scandal is narrated, in connection with the public morgue. A Filipino woman had died, and when her husband, her mother, and her grown-up daughter were permitted to take a farewell look, before burial, they were shocked to see a perfectly naked corpse lying in the coffin. It seems to be admitted that the morgue officials were in fault.

Mrs. Powell Grant, referred to in the London papers as "wife of an Insurance Manager at Hongkong now on holiday," is tenant of a flat in Chancery Lane. She has just suffered a severe loss at the hands of a "dishonest charwoman, who, in her absence stole clothing and jewellery valued at £70. Some of the property was recovered, but a diamond pendant valued at £10 was said by the police to be "probably broken up by the receiver."

As it is done in America. A card from Miss Sallie McCants, To Whom it May Concern: The engagement which existed between Miss Sallie McCants and E. N. Jordan, of Cottageville, has been mutually dissolved, it being their aim to disappoint those who reported the news of their marriage. This will allow anxious mothers with marriageable daughters the chance of opening their doors again to this esteemed young man. Respectfully, S. McCants—Walterboro / S. C. Press and Standard.

At the Supreme Court yesterday morning to consider a claim by Ma Kin and Shek Ah-nam to certain parcels of land in the New Territory. Mr. A. G. Wise presided, the other members present being Hon. Mr. W. Chatham, Director of Public Works, and Mr. J. R. Wood, Assistant Land Officer for the New Territories. Mr. H. Harsthorne (of Messrs. Denys and Bowley) appeared for the second claimant, who was previously defendant in an action before the Prince Judge in connection with the land in question, when the case was dismissed. As Ma Kin could show no valid title to the land her claim was disallowed, and Mr. Shek Ah-nam's will be considered at a subsequent meeting of the Board.

A meeting of the Squatters' Board was held at the Supreme Court yesterday morning to consider a claim by Ma Kin and Shek Ah-nam to certain parcels of land in the New Territory. Mr. A. G. Wise presided, the other members present being Hon. Mr. W. Chatham, Director of Public Works, and Mr. J. R. Wood, Assistant Land Officer for

TELEGRAMS.

[DAILY PRESS EXCLUSIVE SERVICE]

UNPARALLELED HEAT WAVE.

LONDON, September 3rd.

An unparalleled heat wave of four days' duration has swept the British Isles, France and Germany.

In London the temperature was 92, in Paris, 94, and in Berlin 100 degrees.

Many deaths have occurred,

RUSSIA.

LONDON, September 3rd.

General Trepot has retired.

A BEER WAR.

LONDON, September 3rd.

A beer war has broken out in Germany.

STRIKE IN WALES.

LONDON, September 3rd.

Eleven thousand miners have gone on strike in South Wales.

COUNTY CRICKET CHAMPIONSHIP.

LONDON, September 3rd.

Kent has won the county cricket championship.

[REUTER'S SERVICE]

TRIAL OF THE JAPANESE SEAL POACHERS.

LONDON, September 1st.

Six of the Japanese seal poachers have been tried and convicted; the sentence is not yet passed. M. Haribarn, of the Japanese Embassy, is en route to Alaska to investigate.

RUSSIA.

LONDON, September 1st.

M. Strelipin has sent a circular to the Russian Governors, urging them to display firmness and courage.

THE RICE CROP.

The recent heavy rains have produced a wonderful change in the prospects of the rice farmers in the New Territory. Prior to that the ground had become so parched and the crop so sickly looking that the farmers had contemplated praying the Government for a reduction of the crown rent, but the welcome showers have given rise to bright hopes of good crops on all the paddy fields.

STEAMERS COLLIDE.

A collision occurred in the harbour at Wan-chai early yesterday morning when the German steamer *Sexta*, which was coming into port, ran into the British steamer *Strathmore*, when the latter vessel was lying at anchor. Both vessels were laden with coal, and the *Strathmore*, which arrived last week, had started to unload. The *Sexta* which is said to have had considerable way on, attempted to cross the bows of the *Strathmore*, but apparently she refused to answer her helm, wherefore Captain Kraft and his crew were powerless to avert the catastrophe. Assisted by a two-knot current, she ran into the stem of the anchored vessel, staving it in. Three or four plates on the starboard stem of the *Sexta* were broken, and it is possible that she may have received other damage from the anchor chafe of the *Strathmore*. Until she is relieved of her cargo, however, this fact cannot be ascertained, neither can the damage to the *Strathmore* be estimated until she is lightened. It will be necessary to dock both vessels.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held on Thursday at 2.30 p.m. The orders of the day are: The first reading of a Bill entitled An Ordinance to amend the Code of Civil Procedure; first reading of a Bill entitled An Ordinance to amend the Lunacy Ordinance, 1905; first reading of a Bill entitled An Ordinance further to amend the Merchant Shipping Ordinance, 1899, and for other purposes; first reading of a Bill entitled An Ordinance to amend the New Territories Land Ordinance, 1905; first reading of a Bill entitled An Ordinance to transfer to the General Revenue certain sums forming part of the Praya Reclamation Fund; first reading of a Bill entitled An Ordinance to amend the Regulation of Chinese Ordinance, 1888.

DALNY OPEN.

The Consulate General of Japan received from the Foreign Office at Tokyo an official intimation to the effect that the port of Dalny would be opened to international trade as a free port on and from September 1st. We presume that Dalny is now open, and that goods, irrespective of origin or nationality, imported or exported from the Kwantung Peninsula via Dalny are being passed free of duty and that foreign vessels are now permitted to ply and trade freely between Dalny and the open ports in Japan.

SNipe shooting commenced.

INTERESTING EXPERIENCE.

Saturday saw a considerable number of sportsmen journeying into the New Territory to take advantage of the opening of the snipe shooting season. From the reports which they have brought back we learn that the prospects of good sport are exceptionally bright. The birds have come down from the north in large numbers and are settling in a manner which is likely to afford joy to the men with the guns.

Two men from the island did exceptionally well on Saturday. No fewer than 122 birds fell to their united gun.

Another couple who left for Castle Peak had very different experience—in a boat. To quote the words of the narrator: "We left Queen's Statue Wharf at midnight on Saturday in a motor boat bound for Castle Peak. We got as far as Section when the chief engineer was found asleep. We woke him up and told him to be more careful with the engines, as things might go wrong. He was half asleep and we could get no sense out of him. A little later we found him asleep again. Then the first thing to break the monotony of the 'thump thump' was the engine going on fire. It was a regular mass of flames. With sea water and wet blankets we extinguished the fire, but the inevitable result was that with the engine knocked out of running we began to drift. Pieces of lead and other things melted by the heat of the fire began to drop off, and the engineer had an interesting time trying to fix up things. At three o'clock he declared he could do no more and gave up. We offered him two dollars cash to get us to Castle Peak but he said that if we offered him fifteen he couldn't do it. At 4.30 we hauled a fish boat, in which we were taken to Chin Wan. Then the people wanted quite a fabulous sum for the little job. We offered them our bank books and finally got fixed up for the night at a joss house. In the morning we had hot coffee and other things and went out for some sport. We secured a fair bag and when it was time to return we hauled another fish boat to take us as far as Section on the chance of picking up a launch. But we had no such good fortune. At any rate we found that there would be no launch leaving before seven o'clock. After remaining there for a little time, having a few cold sodas and other things we boated another sampan which took us to Lai-chik, where we telephoned for a launch which arrived and took us home. But no more motor boats for me."

A COOLIE'S FATAL RASHNESS.

During the digging of a trench last week, across the road opposite the Civil Service Bowling Club at Happy Valley, an unpleasant accident occurred. Blasting powder was being used, and two charges had been ignited. When the first exploded, the coolie rushed forward to look-see, and the second shockingly mutilated his face. First aid of an experienced sort was fortunately immediately available and the poor fellow was made comfortable and taken to hospital. We were informed yesterday that he died as the result of the shock and injuries.

DEATH OF MR. WALTER DEANE, C.M.G.

FORMERLY OF HONGKONG.

Yesterday, by the French Mail, Mr. P. P. J. Weddhouse received news of the death of his uncle, Mr. Walter Meredith Deane, formerly of Hongkong.

The late Mr. Deane was born in London on June 22nd, 1840; and, according to Who's Who, graduated M. A. at Trinity College, Cambridge. He was nominated from Cambridge in a competitive examination and obtained a place as student Interpreter in the Hongkong Civil Services in 1862. In three years he ranked as an interpreter, and the same year (1865) was Acting Registrar-General for the Colony, being also put on the list of Justices of the Peace.

From 1866 to 1891 he was Captain Superintendent of Police, and during that period (1878) was severely wounded on duty. That was a year of many troubles for foreigners. Pirates were bolder than now, and attacked goldsmiths' shops in the city. There was also an armed raid on a bank. There was a public meeting to consider the insecurity of life and property. We spent some time yesterday going through the records of the fighting, but failed to find any mention of Mr. Deane's adventure.

He was a member of the Executive and Legislative Councils, acting as Colonial Treasurer (1884) and Colonial Secretary (1881, 1890-91).

He was created a C.M.G. in 1890, retiring in the following year, with a pension of £4,000.

He married in 1870 the daughter of a Hongkong magistrate.

Witness—No.

His Lordship—Oh yes. There will be judgment and costs against the second defendant.

TWO PROMISING HONGKONG BOYS.

Two Hongkong boys figured in the prize-list at Mill Hill School this week, writes our London

FRUITS OF THE COMMISSION.

THE CHARGES AGAINST INSPECTOR H. J. W. GIDLEY.

The hearing of the charges of bribery preferred against Inspector Hubert J. W. Gidley of the Sanitary Board was continued at the Magistracy yesterday afternoon before Mr. H. J. Gompertz (First Police Magistrate).

Mr. F. B. L. Bowley, Crown Solicitor, presented and Mr. C. D. Wilkinson (of Messrs. Wilkinson and Grist) represented the defendant.

Mr. G. H. Gale, executive engineer in the Public Works Department, said—I made an examination of the ground surface of certain houses on August 30th. I am acquainted with sections 111 and 112 of the Public Works Ordinance relating to the concreting of ground surfaces. I inspected No. 3 Queens Road West, a Chinese druggist's shop. The ground surface of the shop was covered with cement tiles. I did not disturb the floor. There was a yard at the back used as a kitchen. Part of it was paved with granite sets and part concreted with red Canton tiles. I did not open that. I took up one tile and found it was cement concrete. After detailing other facts, witness said—I visited No. 3 Bonham Strand-West, the front part of which was laid with blue Canton tiles well laid. I did not take any up. Behind the small room the ground was paved with tiles. I lifted one and found broken stones and sand, there being no trace of any cement whatever.

Was that good lime concrete?—No.

Was there a wash house at the back?—Yes, with a large wooden tank.

What was the ground surface?—Partly granite and partly red Canton tiles.

Did you lift a tile?—Yes.

What did you find?—The concrete underneath was very bad. I have a specimen here. (Produced.)

Would that be described as concrete? The lime is visible but the concrete is not set.

Is this piece in the condition in which you found it?—It is not so damp as when I found it.

You took a piece of this and put it in water?—Yes.

What happened?—It dissolved.

I think there is communication between Queen's Road West and 10 Bonham Strand? Yes.

At No. 5 Queen's Road West what did you find?—The floor was covered with red Canton tiles, very soft and very porous.

Did you examine the concrete?—Yes.

What did you find?—The concrete was fairly firm but the matrix, the binding part of the concrete, was weak.

Would you call this particular specimen good lime?—Not in my opinion.

At 10 Bonham Strand what did you find?—The front part was lined with large buff tiles, very good.

Behind the front shop? In that room I found brick tiles with concrete under.

Did you find indications of any old hole?—Yes, the owner pointed to spot where the door had been patched up.

Where did you make your hole for inspection?—Immediately next to it.

What was the concrete like?—Very soft with the matrix crumbling. I produce a sample.

Any trace of lime or cement about that?—Yes, lime is visible.

Has it any effect?—No setting effect. It dissolves when placed in water.

Is that concrete?—No.

Let us go to 135 Queen's Road West?—I would like to qualify that statement. If allowed to dry, it might have set.

You say it might have set if the tiles had not been put on to it?—Yes. It is not concrete.

At 135 Queen's Road West what did you find?—Flours lime concrete with cement rendering on top.

That is in the front part?—Yes.

You made a hole there and examined the concrete?—Yes.

What did you find?—The concrete soft with no trace of the action of lime.

At 135 Queen's Road West?—I found there lime concrete with unglazed tiles?

You lifted the tiles?—Yes, and found the concrete fairly firm with the matrix crumbling.

It was a poor grade?—Yes, very poor.

At 140 Queen's Road West?—Lime concrete with cement rendering on top a quarter of an inch thick. The matrix seemed to be crumbling.

Was that better or worse than at 135?—About the same.

Witness gave evidence of a similar character with regard to other houses in Queen's Road West.

If you had been examining those houses for good time concrete how many would you have passed?—There is no lime concrete there that I would have passed.

What about 3 Queen's Road West?—I would have passed that, but that was only a small piece, probably a square yard.

At 144 Queen's Road West?—Personally I would not have passed that as good concrete. It depends on the standard.

And none of the others you would have passed?—No.

Is it possible to judge of the quality of concrete, or the fact of concrete being there by thumping the ground?—To some extent, yes.

How do you judge?—The vibrations are more easily transmitted where the concrete is hard than where it is soft.

Cross-examined.—One of lime to two of red earth would make a good mortar. The matrix is in the mortar. It pulls the stones together. There is no stone lime obtainable in the colony. Shell or coral lime are always used here. I have had considerable experience of mortar and tested many briquettes during the past year. When I have to examine a house I look out for the bad concrete and pass over the good. If

concrete was covered over before it set it would have a tendency to deteriorate. I could not say if the lime would be better a year ago than it is today.

Re-examined.—If the materials had set, the lime of ten months would not be sufficient to have any material effect on the concrete.

Mr. A. Carter, sanitary surveyor, at present acting as principal clerk to the Sanitary Board, said—I was appointed in November 1901. I know the defendant, who, I believe, was appointed after me. Defendant is one of our best students and has gained both certificates from the local branch of the Sanitary Institute. He has taken a course of study in sanitation and sanitary science. It includes the composition of concrete and other building materials. In the present year there has been a change in the distribution of work with regard to concreting. The arrangement for that work was placed in my hands. In November and December last year I had nothing to do with the concreting of ground surfaces. At that time it was in the hands of the plaque inspector. The signature on the document produced was defendant's. The document was a return made by defendant calling upon the owner of premises in Wing Lok Street to abate certain nuisances. I examined the house at 177 Wing Lok Street April 30th and examined the concrete. It was of bad quality owing to the failure of the cement material. In consequence of my report a notice was served on the owner calling upon him to re-concrete the main room. The owner, I believe, wrote to the Board asking for exemption. (Letter produced.) It was passed to Sanitary Inspector Shirley who attached the necessary forms and returned it. The papers were in defendant's hands as it lay in his district. Although this work was taken out of the inspector's hands, the papers were sent to them so as to have a knowledge of what was going on in their district. After the receipt of that from the owner no further action was taken by the Board. The concrete I saw at 177 Wing Lok Street in my opinion had been laid for many years. I surmised that from its appearance. In my opinion a depreciation would have taken place in the concrete between the inspection in December and my inspection in May. I don't think I would have passed the concrete in December, because I have passed the concrete in December, because I have been looking for a higher standard of work than defendant. We have no standard laid down and that leads to a great deal of trouble.

Cross-examined.—As a matter of fact you can't get stone lime in the colony? I haven't seen any good lime in the colony.

Continuing.—My experience is that in the lower levels we never get the lime properly set. My idea is that a higher standard was required by the Sanitary Board than I find is now required. I could tell by sounding the ground whether there were rat runs.

Re-examined.—With regard to this concrete at 177 Wing Lok Street, I don't think it had ever set. It was affected by the rise and fall of the tide.

The case was adjourned.

CORRESPONDENCE.

STERLING MEN.

TO THE EDITOR OF THE "DAILY PRESS."

Sir,—What are locally called "sterling men" are expected to be of sterling character; so it seems only fair to note their circumstances occasionally. It has been pointed out to me that the "Civil Service List of 1901" gives some estimates of the cost of living for, *inter alia*, subordinate officers of the Civil Service, Sanitary Inspectors, P. W. D. Overseers, etc. It is there stated that such officers could live on \$8.30 to \$10 per month (matrix) or \$70 (single). The cost of living is said to have gone up since 1901, but owing to the rise in exchange, the wages of these men have gone down. Their wages vary from \$12 per month upwards. As the Government acknowledged a saving last year of about a quarter of a million dollars in this way, I feel that these men have some reason to complain.—Yours obediently,

"SYMPATHISER"

RI'ER STEAMER "KWONGCHOW" AGROUND.

PASSENGERS' UNPLEASANT EXPERIENCE.

When returning to Hongkong from Macao on Sunday morning the excursion steamer "Kwongchow" ran aground on the south-west point of Lantau Island. It appears that shortly before noon Captain Meade went below for tea, leaving his second, Chinese pilot on the bridge. The vessel's course was then right, but before he had finished dining the Captain found that it was radically wrong. The "Kwongchow" was travelling at full speed when she ran upon the rocks, being swung stern round. The impact sent the passengers sprawling in all directions, and caused considerable damage to the vessel, breaking a few plates and bending others badly.

Captain Meade was promptly at his post, and found that his craft was securely wedged between two rocks. Every effort was made to refloat her, and after about an hour's delay the crew's efforts were assisted by the ebb tide, and the vessel again floated. She was then examined, and when the captain found she was making but little water he decided to come on to Hongkong, and set the engines full ahead. She arrived in port safely—was pumped out and immediately transferred to the Kowloon Docks where she is now undergoing repairs. The accident is said to have occurred through one of the rudder chains snapping just as the vessel was passing Lantau.

PARIS.

(FROM OUR CORRESPONDENT)

August 3rd.

LE PRESIDENT RUBINETTE.

President and Madame Fallières are to be congratulated upon their choice of Rambouillet as the place where they have gone on their summer holidays. Of all "havens of rest," Rambouillet is certainly the most typical one. The President and his good lady however only intend to spend the first part of their vacation here, as from Rambouillet they are going down to M. Fallières' estate at Loupillois, in the Lot-et-Garonne, during the grape-harvest, for it will be remembered that the President is a large vine proprietor in the South of France. Now that all the Presidential luggage has safely arrived from the Elysée at Rambouillet—all the trunks and baskets, and there were no end of them, were distinguished by labels which were decorated with the "tricolor." M. Fallières who is enjoying the best of health like his charming wife, is doing a great deal of motoring round Rambouillet to the delight of the people of the neighbourhood who are extremely pleased that the Head of the State has selected this historical place for a holiday resort. The ex-President, M. Loubet, used also to be very fond of Rambouillet, his partiality being chiefly due to the excellent coverts there. The rooms in the Chateau, once inhabited by Mme. de Maintenon, have been done up for Mme. Fallières, while the President intends to receive visitors in the salon or drawing room where Francis I. and Diane de Poitiers held their levees and receptions. Rambouillet is a small town in the Seine-et-Oise, an hour's rail from Paris. The President comes up several times a week to the capital on business in his motor-car. Its Gothic Church is remarkable for its evident antiquity, being of the style prevalent in the eleventh century. It contains a picture by Vanloo, the "Vision of St. Hubert"—the patron saint of French sportsmen. But its chief attraction lies in the chateau or castle and park, formerly belonging to the Counts of Toulouse. Catherine de Medicis and Charles IX. took refuge in it during the battle of Dreux. It was also inhabited by Robespierre, Voiture, and several other well-known writers. It was neglected by Louis XV., but Louis XVI. and Marie Antoinette often chose it for their residence. Napoleon slept here for the last time previous to his taking refuge at Rochefer. The Palace is composed of two wings, at right angles to each other, and having at each corner an engaged circular tower surrounded by a spire. It is to be found the songs of all kinds of birds, beasts and insects recorded, from swallows to frogs, from gnats to cockles. If the idea of the "Poet Laureate of France" is not very original, his *chef-d'œuvre* is not less than some excellent and beautiful verse. The laureate next year is to be chosen from among prose writers. This gives everyone a chance.

LA BERNARDIT'S CROSS.

Parisians are delighted with the Calinot which is determined that the cross of the Legion of Honour shall be conferred on the much-disappointed and cruelly-treated great actress.

Mme. Sarah Bernhardt, in spite of the refusal of the Council of Ministers to bestow it. If the latter still refuses by the 17th inst., the "divine" Sarah is to be decorated by order of the Cabinet.

The latter has the right to insist on the great actress receiving the well-deserved decoration, rather than grant it; the Council of the Legion of Honour will resign in a body. This is all the better for Mme. Sarah Bernhardt, who will thus receive her "Cross" almost immediately.

THE FRENCH LAUREATE.

France has every reason to feel joyful for she can boast at last of having her poet laureate like England. His name is M. Abel Bonnard, and his age only 21. Being still young, great things are expected from him by his countrymen, fellow-poets, and admirers. The State decided a little while ago to encourage poets and prose-writers by a "Prix de Rome," or a national "travelling prize." As the result of the election which has just taken place, the jury of experts awarded the prize of 3,000 francs to M. Abel Bonnard. There were presented 257 works for competition, and 37 of these were retained for further consideration. The work which has gained M. Bonnard his early distinction is a volume of poems entitled *Les Fomberges*. It is in Alexandrine verse, and the subject is nature, and the voices of nature. In it are to be found the songs of all kinds of birds, beasts and insects recorded, from swallows to frogs, from gnats to cockles. If the idea of the "Poet Laureate of France" is not very original, his *chef-d'œuvre* is not less than some excellent and beautiful verse. The laureate next year is to be chosen from among prose writers. This gives everyone a chance.

SHANGHAI TRAMS.

COMPARTMENTS FOR "EUROPEANS ONLY."

The N.C. Daily News of August 30th says:

"About six miles of the tramway track have now been laid on the following roads: Avenue, Bubbling Well, Nanking, Seward, Yangtze-poo Roads, and Broadway. The feeder cables have been completed from the Waterworks to Hung-kow Creek. The completion of the rails from Human Road to the Bund is expected to occupy another six weeks. There will be double tracks the whole way to the Bund, and, from Kiang-nan Road to the Bund, Nanking Road will be entirely paved with wood-blocks. So far the erection of standards for carrying the overhead cable has not been commenced, but the Tramway Company will probably start to put them up within the next few weeks. The standards will, with possibly a few exceptions, be placed at the side of the road. Inching barrow-men, about 1,000 couples are now employed. The Council is continuing Cross Road to Great Western Road, thus affording a convenient approach to the site of the new car-shed, recently acquired by the Tramway Company. When completed this shed will house seventy cars, five more than the number stipulated for by the Council."

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The N.C. Daily News of August 30th says:

"The High Commissioners who were sent abroad to inquire into the political methods of government and the constitutions of the various countries of the world, have brought back the reports and suggestions which they have embodied in ten memorials. We hereby appoint a Royal Commission, consisting of the members of the Grand Council, the Ministers of the Council of State Affairs, the Grand Secretaries and Yuan Shih-kai, High Commissioner of the Policing Administration, under the Presidency of Tsui Li, Prince of Ch'un, who are to take up the said memorials, examine them and then report to the Throne what should be done in the matter."

JAPANESE COMMENT.

A Tokyo telegram to the N.C. Daily News says:

"In a leading article on Aug. 24 the 'Jiji'" states that China's constitutional scheme is marked by moderation and discretion, as it is proposed that there should first be representative government in the provinces, simultaneous with an improvement in communications. If it is found that there is no popular demand for representative government, the scheme may be abandoned at any time. The Powers, however, ought to assist and guide China in admirable aspirations."

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of India* arrived at Shanghai at 11.30 p.m. on Saturday, the 1st September, and left again at 6 a.m. Sunday for Nagasaki, where she is due to arrive at noon on Monday, the 3rd September.

The I.G.M. str. *Sachsen* has left Kobe via Nagasaki and Shanghai on Sunday, 2nd Sept., and may be expected here on or about Tuesday, 11th instant.

The I.G.M. str. *Prinz Adel Friedrich*, which left here on the 29th Aug., at 4 p.m., arrived at Singapore on Sunday, the 2nd inst., at 4 p.m., thus making the voyage to Singapore in 96 hours.

The Shire Line str. *Denbighshire* left Singapore on the 31st Aug., at 5 p.m., and is due here on or about 7th inst.

In other countries the seaweeds put to

use are utilised as food, as plaster and glue, as starch, and even as manure for the rice fields.

One of the most important branches of the industry is the preparation of iingis, the export of which is already reaching considerable dimensions. Another is the extraction

of iodine but the method employed at present

for the production of this chemical, though

certainly inexpensive, is crude and could

not be greatly improved and a larger yield obtained. Moreover, the burning of seaweed

which is part of the process, is frequently a

cause of considerable annoyance to people

who live in the neighbourhood of the places where it is carried on

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matters to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that time the supply is limited. Only special price for Cash.

Advertisements and subscriptions which are not ordered for a fixed period will be continued until countermanded.

NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship

"HAIMUN."

Captain A. J. Robson, will be despatched for the above Ports on THURSDAY, the 6th inst., at 1 p.m.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers, Hongkong, 3rd September, 1906. [1672]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "GHAZEE," FROM MIDDLESBOROUGH, GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY.

CONSIGNEES of Cargo will please take notice that before delivery can be obtained, they must sign an Average Bond, which is lying at the Office of the Undersigned, and pay a deposit of 10 per cent. on the value of their Cargo for contribution to General Average.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Sept. will be subject to rust.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st Oct., or they will not be recognised.

All broken, chipped, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th Sept., at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD. Agents, Hongkong, 3rd September, 1906. [1673]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MANILA," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at THEIR risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 9th inst., at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent, Hongkong, 3rd September, 1906. [1674]

S.S. "SALAZIE," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London exss. "Medoc" and "Charen," from Havre exss. "Medoc," in connection with above Steamer, Hongkong, will be offered for SALE BY PUBLIC AUCTION, at an early date, by Order of the Mortgagors unless first sold by private contract or redeemed.

Further particulars and date of sale will be notified later. In the meantime inquiries as to property may be made of the undersigned.

H. K. HOLMES, Solicitors for the Mortgagors, 34, Queen's Road, Hongkong, Hongkong, 30th August, 1906. [1674]

THE HONGKONG COTTON SPINNING WEAVING AND DYEING CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of SHAREHOLDERS of the above Company will be held at the Office of the General Manager, on SATURDAY, 8th September, at 12.30 p.m., for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 29th August to 8th September, both days inclusive.

JARDINE, MATHEWS & CO., General Managers, Hongkong, 23rd August, 1906. [1675]

NOTICE.

PERMANENT PIER No. 3, off Connaught Road and Sutherland Street, Victoria, Hongkong, will be offered for SALE BY PUBLIC AUCTION, at an early date, by Order of the Mortgagors unless first sold by private contract or redeemed.

Further particulars and date of sale will be notified later. In the meantime inquiries as to property may be made of the undersigned.

H. K. HOLMES, Solicitors for the Mortgagors, 34, Queen's Road, Hongkong, Hongkong, 30th August, 1906. [1674]

THE HONGKONG MACAO LINE.

NOTICE TO SHAREHOLDERS.

WILLIAM ROBINSON formerly of Hongkong, Master of the Barque "VALE OF DOOR," which left Rajan Seawak on 4th September, 1904, is requested to communicate at once with Mr. CHARLES MACKINTOSH of the firm of STEPHENSON, HARWOOD & CO., Solicitors, 31, Lombard Street, London, E.C.

RAILROAD HELP WANTED.

BY THE KWANG TUNG MERCANTILE ADMINISTRATION of the YUET HAN RAILWAY CO., LTD. in the Kwang Tang Section, CHINESE CIVIL ENGINEERS ENGINEERING STUDENTS, having experience in Railroad Preliminary, Location and Construction. Must be capable of handling any kind of railroad instruments on field work.

Address applications giving training, references, experience and samples of work, to H. E. CHANG, President of the Kwang Tang Mercantile Administration of the Yuet Han Railway Co., Ltd., Canton, Canton, 15th August, 1906. [1676]

GOVERNMENT OF BRITISH NORTH BORNEO.

REVENUE FARMS FOR 1907, 1908 & 1909.

TENDERS will be received by the SECRETARY to the GOVERNOR at Jesselton, on or before 26th October, 1906, for the following REVENUE FARMS for the year 1907, or for the three years 1907, 1908 and 1909.

OPIUM FARM, SPIRIT LICENSE FARM, PAWNBROKING FARM, CUSTOMS FARM.

GAMBLING RESTRICTION FARM.

For particulars apply to: GIBB, LIVINGSTON & CO., Hongkong, 31st July, 1906. [1675]

Extra copies 30 cents each, Cash. Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 Cash for three copies.

Subscription \$12 per annum, payable in advance; postage \$2.

AUCTION.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, On TUESDAY and

WEDNESDAY, the 18th and 19th September, 1906, at 10 a.m. each day, at H.M. NAVAL YARD, SUNDRY NAVAL, VICTUALLING, OBSOLETE AND CONDEMNED STORES:

Comprising—BOATS, ENGINES and BOILERS, LATHE, TURNTABLE, ANCHORS, MOORING SINKERS, RIGGING, TWO CRANES, BOATS, OLD CABLE, CHAIN, ELECTRIC CABLE, STEEL WIRE, HAWSERS, BRASS, COPPER, IRON, PAPER-STUFF, CANVAS, FURNITURE, MISCELLANEOUS TOOLS, BLANKETS, WINTER CLOTHING and MATERIALS, CASE STAVES, KNEE BOOTS, SURPLUS PROVISIONS including MARMA-LADE and COFFEE, OFFICER'S MESS TRAPS, TOBACCO, &c., &c.

TERMS OF SALE—As Customary.

HUGHES & HOUGH, Government Auctioneers, Hongkong, 3rd September, 1906. [1675]

INSURANCES

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO., Hongkong, 1st January, 1906. [1675]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1905 217,827.19.

I. AUTHORIZED CAPITAL... 23,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL..... 687,500 0 0
II. FIRE FUNDS..... 3,886,720 19 8

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents, Hongkong, 11th July, 1906. [1676]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE Current Rates.

REUTER, BROCKELMANN & CO., Agents, Hongkong, 21st April, 1897. [311]

THE GLORIUS INSURANCE COMPANY, OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & CO., Hongkong, 13th August, 1906. [1675]

NOTICE.

PERMANENT PIER No. 3, off Connaught Road and Sutherland Street, Victoria, Hongkong, will be offered for SALE BY PUBLIC AUCTION, at an early date, by Order of the Mortgagors unless first sold by private contract or redeemed.

Further particulars and date of sale will be notified later. In the meantime inquiries as to property may be made of the undersigned.

H. K. HOLMES, Solicitors for the Mortgagors, 34, Queen's Road, Hongkong, Hongkong, 30th August, 1906. [1674]

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JARDINE, MATHEWS & CO., General Managers, Hongkong, 23rd August, 1906. [1675]

NOTICE.

THE HONGKONG DAILY PRESS, January to June 1906. With INDEX. Price 87.50.

On sale at the HONGKONG DAILY PRESS OFFICE, Hongkong, 27th July, 1906.

NOTICE.

PRINTING.

DAILY PRESS OFFICE

Prints read by Englishmen

ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1906. With INDEX. Price 87.50.

On sale at the HONGKONG DAILY PRESS OFFICE, Hongkong, 27th July, 1906.

NOTICE.

BOARD AND RESIDENCE

BOARD AND RESIDENCE

MRS. GILLANDERS

"GLENWOOD,"

27, CAINE ROAD,

Hongkong, 20th September 1906. [1673]

FIRST-CLASS BOARD & RESIDENCE

AT "BRAESIDE."

A LARGE AND COMMODIOUS

RESIDENCE standing in its own

grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well

Furnished Bedrooms, every home comfort. Fine

View of the Harbour; Terms moderate.

Apply to—Mrs. F. W. WATTS,

"Braeside," 20, Macdonnell Road

(late of "Tung Yuan").

Hongkong, 27th June, 1906. [43]

NOTICE.

THE HONGKONG DAILY PRESS, TUESDAY, SEPTEMBER 4TH, 1906.

THE HONGKONG DAILY PRESS

BANKS

THE BANK OF TAIWAN LIMITED
(INCORPORATED BY SPECIAL IMPERIAL
CHARTER)

CAPITAL SUBSCRIBED Yen 5,000,000
CAPITAL PAID-UP " 2,500,000

HEAD OFFICE—TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:
Kobo Tainan
Amoy Nagasaki Tamsui
Aiping Osaka Tokio
Fuchow Shanghai Yokohama
Keelung

HONGKONG OFFICE:
3, Des Vieux Road,
Interest allowed on Current Account
Deposits received on terms which may be learned
on application.

D. TOUDOW, Manager,
Hongkong, 1st July, 1906.

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £300,000
RESERVE LIABILITY OF SHARE
HOLDERS £900,000
RESERVE FUND £297,500

INTEREST allowed on Current Account at
the rate of 2% per annum on the Daily balance
On Fixed Deposits for 12 months 4% per cent.

" 6 " 3% " 2%

T. P. COCHRANE,
Manager,

Hongkong, 11th May, 1906.

THE MERCANTILE BANK OF
INDIA, LIMITED.

AUTHORIZED CAPITAL £1,500,000
SUBSCRIBED 1,125,000
PAID-UP 562,500
RESERVE FUND 135,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at
the rate of 2% per annum on the Daily balance
ON FIXED DEPOSITS—

For 12 months 4%

" 6 " 3%

" 3 " 2%

E. ORMSTON,
Manager,

Hongkong, 28th March, 1906.

HONGKONG & SHANGHAI BANK-
ING CORPORATION.

Paid-up Capital \$10,000,000

RESERVE FUND \$10,000,000

STRENGTH RESERVE \$10,250,000

SILVER RESERVE \$20,250,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS.

A. HAUPT, Esq.—Chairman,
G. H. MEDICINE, Esq.—Deputy Chairman,
E. GOETZ, Esq., N. A. Siebs, Esq.,
Hon. Mr. W. J. Greson, R. Shawar, Esq.,
C. R. Lenzmann, Esq., H. A. W. Slade, Esq.,
D. M. Nicoll, Esq., H. E. Tomkins, Esq.

A. J. Raymond, Esq.

CHIEF MANAGER
Hongkong—J. R. SMITH

ACTING MANAGER:
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per
Cent, per Annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 2% per cent, per Annum.

For 6 months, 3% per cent, per Annum.

For 12 months, 4% per cent, per Annum.

H. E. HUNTER,
Acting Chief Manager,

Hongkong, 20th August, 1906.

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS, BERLIN.

BRANCHES:

Berlin, Calcutta, Hankow, Peking,
Tientsin, Tsinan, Tsingtau, Kolo,
Yokohama, Singapore.

Founded by the following Banks and
Banks:

KÖNIGLICHE SPERHANDLUNG (PREUßISCHE
STAATSBANK) Berlin.

DIETRICH DER DISCONTO-

GESSELLSCHAFT

DEUTSCHE BANK

S. BLEICHRODE

BERLINSCHE HANDEL-

GESSELLSCHAFT

BANK FÜR HANDEL UND
INDUSTRIE

ROBERT WARSCHAUER & CO.

MENDELSSOHN & CO.

M. A. VON ROTHSCHILD &

SORHE

JACOB S. H. STERN

NORDDEUTSCHE BANKEN LIMBURG

SAL. OPPENHEIM, JR., & CO., KÖLN.

BAVARISCHE HYPOTHEKEN-UND WECHSEL-

BANK, MÜNCHEN.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SON.

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENTS
DIETRICH DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

HUGO SUTER,
Manager.

Hongkong 1st May, 1906.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conduced
by the HONGKONG AND SHANG-

HAI BANKING CORPORATION. Rules
may be obtained on application.

INTEREST on deposits is allowed at 3%
per Cent, per annum.

Depositors may transfer at their option
balances \$100 or more to the HONGKONG AND
SHANGHAI BANK, to be paid off FIXED
DEPOSIT at 4% per Cent, per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION.

H. E. HUNTER,
Acting Chief Manager.

Hongkong, 30th May, 1906.

BANKS

NEDERLANDSCHE HANDEL-
MAATSCHAPPIJ.
(NETHERLANDS TRADING SOCIETY).
ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (23,750,000)
RESERVE FUND FL. 3,000,000 (1,475,000).

HEAD OFFICE IN AMSTERDAM.

Branches—Singapore, Peking, Shanghai,

Bangkok, Samarcand, Soudarya, Cherson,

Togol, Pocatanga, Pocatanga, Tjibouti,

Padiang, Melaka (Deli), Palembang, Kota-

Rajah, Teluk-Semaya, (Achon)

Bandjernas.

Correspondents at Macassar, Bombay,

Colombo, Madras, Pondicherry, Calcutta,

Bangkok, Saigon, Haiphong, Hanoi, Amoy,

Yokohama, Kobe, Melbourne, Sydney, New

York, San Francisco, &c., &c.

LONDON BANKERS—

THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

The Bank buys and sells and receives for
collection Bills of Exchange, issues letters of
credit on its Branches and Correspondents in
the East, on the Continent, and in Great
Britain, America, and Australia, and transacts
Banking Business of every description.

INTEREST ALLOWED.

Current Accounts 2% per annum on daily
balances.

Fixed Deposits 12 months 4½% per annum
do. 6% do. 4% do.

do. 3% do. 3½% do.

L. ENGEL, Agent,
Hongkong, 23rd July, 1906.

1455

THE YOKOHAMA SPECIE BANK
LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000

CAPITAL PAID-UP " 21,000,000

CAPITAL UNCALLED " 3,000,000

RESERVE FUND " 10,300,000

SPECIAL RESERVE FUND " 1,000,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:

Tokyo Kobo Nagasaki

Osaka Lyons New York

London Honolulu Bombay

San Francisco Tientsin New Orleans

Shanghai Peking Mukden

Daiy Portico Tieling

Port Arthur

HEAD OFFICE: New York.

LONDON OFFICE: Threadneedle House, E.C.

Branches and Agents all over the World.

LONDON BANKERS.

NATIONAL PROVINCIAL BANK OF ENGLAND
LIMITED.

UNION OF LONDON AND SMITH'S BANK
LIMITED.

BRITISH LINEAR COMPANY BANK.

The Corporation transacts every description
of Banking and Exchange business, receives
money in Current Account and accepts Fixed
Deposits at the following rates—

For 12 months 1½% per cent, per annum.

For 6 " " 1% " "

For 3 " " 3% " "

H. PINCKNEY,
Manager.

Queen's Road, Central,
Hongkong, 26th September, 1906.

1455

INTERNATIONAL BANKING
CORPORATION.

Fiscal Agents of the United States in China
the Philippines Islands and the
Republic of Panama.

CAPITAL AND SURPLUS

AUTHORIZED Gold \$10,000,000

CAPITAL PAID-UP Gold \$3,250,000

RESERVE FUND Gold \$3,250,000

HEAD OFFICE: New York.

LONDON OFFICE: Threadneedle House, E.C.

Branches and Agents all over the World.

LONDON BANKERS.

NATIONAL PROVINCIAL BANK OF ENGLAND
LIMITED.

UNION OF LONDON AND SMITH'S BANK
LIMITED.

A. LING & CO.,
FURNITURE STORE,
PLATED GLASS AND CROCKERY
WARE, &c., &c. and POOCHOW.

64, QUEEN'S ROAD CENTRAL,
Hongkong, 1st September, 1906.

1455

MARTIN'S
APIOL & STEEL
(for Ladies) PILLS

French Remedy for all Irritations. This
remedy is made from the bark of the tree
which grows in the forests of the Island of
Tsin-Tau. It is a very effective remedy
for all Irritations of the skin.

French Remedy for all Irritations. This
remedy is made from the bark of the tree
which grows in the forests of the Island of
Tsin-Tau. It is a very effective remedy
for all Irritations of the skin.

French Remedy for all Irritations. This
remedy is made from the bark of the tree
which grows in the forests of the Island of
Tsin-Tau. It is a very effective remedy
for all Irritations

SHIPPING.

ARRIVALS.

CALDENONIEN, French str., 4,129, Gregory, 3rd Sept., Yokohama and Shanghai 31st Aug., Mails & General—Messageries Maritimes.
DORIC, British str., 4,175, Harry Smith, R.N.E., 3rd September—San Francisco 4th Aug., and Shanghai 31st, Mails and General—O. & S. N. Co.
GHAZIER, British str., 3,242, Care, 3rd Sept.—Liverpool 1st June, and Singapore 27th August, General—Dowell & Co.
HAKATA MARU, Jap. str., 3,819, T. Murai, 3rd Sept.—Shanghai 21st August, General—Nippon Yusen Kaisha.
HONOKA, French str., 510, A. Suzoni, 3rd Sept.—Haiphong and Hoochow 2nd Sep., General—A. R. Marti.
HONWAN L., British str., 2,960, J. L. Slater, 3rd Sept.—Penang 25th Aug. and Singapore 28th, General—Chinese.
KNIPPERHOFF, German str., 545, C. Jungmann, 2nd Sept.—Iloilo 29th Aug., Wood and Sugar—Jansen & Co.
KOUN MARU, Japanese str., 2,876, Y. Minamikawa, 3rd Sept.—Kobe 28th Aug., Coal and General—Fukusui & Co.
KUMANO MARU, Jap. str., 3,147, Wm. Scott Hunter, 3rd Sept.—Australia and Manila 1st Sept., General—Nippon Yusen Kaisha.
KWANTUNG, Chinese str., 1,536, W. H. Liut, 2nd Sept.—Shanghai 27th Aug., General—C. M. S. N. Co.
KWEIYANG, British str., 1,042 Dawson, 2nd Sept.—Cliffo 25th Aug., General—Butterfield & Swire.
LOONGSAWA, British str., 1,092 A. G. Smith, 3rd Sept.—Manila 31st Aug., General—Jardine Matheson & Co.
MANILA, British steamer, 2,711, Anderson, 2nd Sept.—Antwerp and Singapore 28th Aug., General—P. & O. S. N. Co.
SALAZAR, French str., 2,882, Alfaid, 3rd Sept.—Marseille 5th Aug., Mails and General—Messageries Maritimes.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

Sept. 3rd.

Daphne, German str., for Tsingtao.
Manila, British str., for Shanghai.
St. Helens, British str., for Newcastle.

DEPARTURES.

Sept. 2nd.

CASTOR, Norwegian str., for Swanage—Sept. 3rd.
CHANLEY, British str., for Durban.
GLENALLOCHE, British str., for Aden.
HUCHINOW, British str., for Canton.
KWANTUNG, British str., for Canton.
KWANTUNG, Chinese str., for Canton.
MACHAO, British str., for Shanghai.
NALAZAR, French str., for Shanghai.
TATUNG, British str., for Hongkong.

SHIPPING REPORTS.

The British str. **Loungsang** reports Fresh easterly breeze and fine clear weather.
The British str. **Ghore** reports Strong S.W. winds and heavy squalls of wind and rain. Dull and cloudy weather. Moderate S.W. sea.

VESSELS IN DOCK.

Sept. 3rd.
ABERDEEN DOCKS—Quinta.
KOWLOON DOCKS—H.M.S. *Aldwych*. S.M.S. *Tungku*, *Athenaeum*, *Romney*.
COSMOPOLITAN DOCK—Madeleine Rickmers.

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, A DEN, EGYPT, MARESILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORT.

THE Steamship.

"CALDENONIEN".

Captain Gr. Gregor will be despatched for MARESILLES on TUESDAY, the 4th September, at 1 p.m.

Passenger tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailing will be as follows:

S.S. "POLYNESIEN" ... 1st Sept.
S.S. "SALAZAR" ... 1st Oct.
S.S. "OCEANIEN" ... 16th Oct.
G. DE CHAMPEAUX, Agent.

Hongkong, 2nd August, 1906.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamer to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIVERPOOL and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, AFRICAN, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO. (Taking cargo at through rates to PERSIAN GULF and BAGHDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship.

"ISCHIA".

Captain Dodro, will be despatched as above on MONDAY, the 10th Sept., at NOON. At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 31st August, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

FOR SALINA, CRUZ, CALLAO AND IQUIQUE, VIA JAPAN PORTS.

Regular Steamship Service between Hongkong, CALLAO and IQUIQUE via JAPAN PORTS.

Steamers Tons To Sail.

* **GLENFARG** ... 4,000 11th Sept., Noon.

* **KASATO MARU** ... 6,000 —

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamers have splendid Accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

For further information, apply to K. MATSUA, Manager.

York Building.

Hongkong, 22nd August, 1906. [116]

COAST SERVICE.

DESTINATION TO SAIL STEAMERS

DAEPHNE, TSINGTAU, N'SAKI & VLADIVOSTOCK. 9th Sept. Freight & Passengers.

* KOWLOON ... SHANGHAI & CHINKiang. Freight & Passengers.

Taking Cargo at Through Rates to Tsinan and CHEMULUO.

For Freight and Passage, apply to SIEMSEN & CO.

For Steamers of the Coast Service Marketed to

JARDINE, MATHESON & CO., GENERAL MANAGERS. [112]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA USUAL PORTS OF CALL	MALTA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	On 8th inst., at Noon.
LONDON & ANTWERP VIA MARESILLES	JAVA	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	About 12th inst.
LONDON & ANTWERP	BRADNORSHIRE	Brit. str.	1 m.	—	SHEWAN, TOME & CO.	On 15th inst.
LONDON, AMSTERDAM & ANTWERP	DROMED	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 11th inst.
MARESILLES, &c. VIA PORTS OF CALL	CYCLOPS	Frenstr.	—	Gregori	MESSENGERS MARITIMES	To day, at 1 P.M.
BREMEN, VIA PORTS OF CALL	FRENSTR.	Ger. str.	k. w.	Fr. v. Letten Petersson	MELCHERS & CO.	On 12th inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	SWITZER	Ger. str.	k. w.	Neumann	HAMBURG-AMERIKA LINIE	On 15th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	LIBERIA	Ger. str.	k. w.	Kier	HAMBURG-AMERIKA LINIE	On 22nd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	k. w.	Peter	HAMBURG-AMERIKA LINIE	On 2nd Oct.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	SEGOWIA	Brit. str.	1 m.	Schönfeldt	HAMBURG-AMERIKA LINIE	On 16th Oct.
HAVRE, ROTTERDAM & LIVERPOOL	KINTUCK	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th inst.
COPENHAGEN & BALTIc PORTS	SIMBIR	Dan. str.	k. w.	—	MELCHERS & CO.	On 6th inst.
NAPLES, HAVRE & HAMBURG	SILESIA	Ger. str.	k. w.	v. Döhren	HAMBURG-AMERIKA LINIE	On 29th inst.
NAPLES, HAVRE & HAMBURG	SCANDIA	Ger. str.	k. w.	Filler	BUTTERFIELD & SWIRE	On 20th inst.
HAMBURG	PELEUS	Brit. str.	1 m.	—	MELCHERS & CO.	On 15th inst.
KITAI	PELEUS	Rus. str.	—	Butchart	ARNHOLD, KARBERG & CO.	On 8th inst.
FOLEY	PELEUS	Brit. str.	—	E. Glegg	STANDARD OIL CO.	About 11th inst.
ATHOLL	PELEUS	Brit. str.	—	—	SHEWAN, TOME & CO.	About 17th inst.
MONTROSE	PELEUS	Brit. str.	—	A. O. Cooper	CANADIAN PACIFIC R. CO.	About 10th Oct.
SOUTH AMERICA	PELEUS	Am. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 12th inst., at Noon.
ATHENIAN	PELEUS	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
EMPEROR OF JAPAN	PELEUS	Brit. str.	1 m.	—	DODWELL & CO., LTD.	On 29th inst.
NINGCHOW	PELEUS	Am. str.	—	F. G. Purrington	TOYO KISEN KAISHA	On 11th inst., at Noon.
PLEIADES	PELEUS	Brit. str.	—	H. W. L. Holman	MELCHERS & CO.	On 18th inst., at Noon.
GLENFARG	PELEUS	Brit. str.	—	Woltemann	BUTTERFIELD & SWIRE	On 5th Oct.
PRINZ WALDEMAR	PELEUS	Brit. str.	—	—	MELCHERS & CO.	On 6th inst.
CHANGSHA	PELEUS	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 7th inst.
MANILA	PELEUS	Brit. str.	k. w.	—	HAMBURG-AMERIKA LINIE	On 13th inst.
SUEVIA	PELEUS	Brit. str.	k. w.	—	FUKUSEI CO.	About 6th inst.
KOKE	PELEUS	Dut. str.	—	—	JAVA-CHINA-JAPAN LINIE	Quick despatch.
TAPIANAS	PELEUS	Rus. str.	—	Spencer Wilde	MELCHERS & CO.	On 10th inst.
NICOBAR	PELEUS	Dan. str.	—	T. H. Hinde, R.N.C.	BUTTERFIELD & SWIRE	About 10th Oct.
SIAM	PELEUS	Brit. str.	—	M. Nomoto	OSAKA SHOSEN KAISHA	On 8th inst.
DAPHNE	PELEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 8th inst.
TSINGTAU, NAGASAKI & VLADIVOSTOK	PELEUS	Brit. str.	—	—	MELCHERS & CO.	On 7th inst.
CHEFOO & NEWCHIANG	PELEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day.
TIENTSIN	PELEUS	Brit. str.	—	—	MELCHERS & CO.	Quick despatch.
SHANGHAI & CHINKIANG	PELEUS	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 7th inst., at 4 P.M.
SHANGHAI	PELEUS	Brit. str.	—	—	SHEWAN, TOME & CO.	About 6th inst.
HANGSANG	PELEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 8th inst.
DEVANHA	PELEUS	Brit. str.	—	—	OSAKA SHOSEN KAISHA	On 8th inst.
SOSHU MARU	PELEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 8th inst.
YOKOHAMA	PELEUS	Brit. str.	—	—	MELCHERS & CO.	On 12th inst.
CHIENSHAN	PELEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
NINGPO & SHANGHAI	PELEUS	Brit. str.	—	H. Ohta	OSAKA SHOSEN KAISHA	On 9th inst., at 10 A.M.
TAMSUI & SWATOW & AMOY	PELEUS	Brit. str.	—	J. A. Merlin	OSAKA SHOSEN KAISHA	On 11th inst., at Noon.
SWATOW, AMOY & FOOCHOW	PELEUS	Brit. str.	—	A. J. Robson	DOUGLAS LAPRAK & CO.	On 6th inst., at 1 P.M.
MANILA	PELEUS	Brit. str.	2 h.	A. W. Outerbridge	BUTTERFIELD & SWIRE	To-day.
MANILA	PELEUS	Brit. str.	—	A. G. Smith	JARDINE, MATHESON & CO.	On 7th inst., at 4 P.M.
MANILA	PELEUS	Brit. str.	—	R. Almond	SHEWAN, TOME & CO.	

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH HILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE

OUTWARDS.

FROM	STEAMERS	TO SAIL	DUE
GLASGOW and LIVERPOOL...	"MOYUNE"	On 13th September.	
GLASGOW and LIVERPOOL...	"AGAMEMNON"	On 13th September.	
GLASGOW and LIVERPOOL...	"CALCHAS"	On 29th September.	
GLASGOW and LIVERPOOL...	"MENELAUS"	On 27th September.	
GLASGOW and LIVERPOOL...	"NINGCHOW"	On 27th September.	

HOMewardS.

FOR	STEAMERS	TO SAIL	DUE
LONDON, AMSTERDAM and ANTWERP	"DIOMEDE"	On 11th September.	
GENOA, MARSEILLES and LIVERPOOL	"PELEUS"	On 29th September.	
LONDON, AMSTERDAM and ANTWERP	"CYCLOPS"	On 25th September.	
HARVE, ROTTERDAM and LIVERPOOL	"KINTUCK"	On 30th September.	

Taking cargo for Liverpool at London rates via Bangkok.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.
EASTWARD.

FOR	STEAMERS	TO SAIL	DUE
VICTORIA, SEATTLE, TACOMA, & PACIFIC COAST PORTS, VIA HAMA	"NINGCHOW"	On 29th September.	

WESTWARD.

FROM	STEAMERS	TO SAIL	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"STENTOR"	On 8th September.	

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS. [9.10]

Hongkong, 4th August, 1906.

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL	DUE
MANILA	"TAMING"	On 4th September.	
SHANGHAI and CHINKIANG	"TIENSIN"	On 4th September.	
NINGPO and SHANGHAI	"KIUKIANG"	On 5th September.	
TIENTSIN	"HUICHOW"	On 7th September.	
CHEPOO and NEWCHIANG	"KWEIYANG"	On 8th September.	
SHANGHAI	"YOCHOW"	On 8th September.	
MANILA	"TEAN"	On 11th September.	

MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table.

A duly qualified Surgeon is carried.

Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking cargo and Passengers at through rates for all New Zealand and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS. [11]

Hongkong, 4th September, 1906.

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 DAYS ACROSS THE PACIFIC is the "EMPERESS LINE," Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS. (Subject to Alteration)	TO SAIL	LEAVE HONGKONG	ARRIVE VANCOUVER
"ATHENIAN" 3,682	WEDNESDAY, 12th Sept.	6th Oct.		
"EMPERESS OF JAPAN" 6,000	THURSDAY, 27th Sept.	15th Oct.		
"MONTEAGLE" 6,163	WEDNESDAY, 3rd Oct.	27th Oct.		
"EMPERESS OF CHINA" 6,000	THURSDAY, 25th Oct.	5th Nov.		
"TAETAR" 4,425	WEDNESDAY, 31st Oct.	24th Nov.		
"EMPERESS OF INDIA" 6,000	WEDNESDAY, 14th Nov.	5th Dec.		

"EMPERESS" Steamer will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22½ days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £20, via New York £22.

Intermediate on Steamers £24, £26, £28.

R.M.S. "MONTEAGLE," "TAETAR" and "ATHENIAN" carry Intermediate passengers only, at intermediate rates, affording superior accommodation for that class.

Passenger tickets to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

For further information, Mapa, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,

Corner Pedder Street and Praya, opposite Blake Pier.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S SS.	LEAVING
* TAMSUI via SWATOW AND AMOI	"JOSHIN MARU"	SUNDAY, 9th Sept., at 10 A.M.
+ SHANGHAI via SWATOW, AMOI AND FOOCHOW	"SOSHU MARU"	FRIDAY, 7th Sept., at NOON.
ANPING via SWATOW AND AMOI	"AKASHI MARU"	TUESDAY, 11th Sept., at NOON.

* These steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidship. Unrivalled Table.

+ Taking cargo on through bills of lading to all Yangtze and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Building.

Hongkong, 4th September, 1906.

T. ARIMA, Manager. [14]

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,

NORTH AND SOUTH AMERICAN PORTS,

AND SUMATRA PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS SAILING DATES.

SACHSEN ... WEDNESDAY 1906

PRINZ HEINRICH ... WEDNESDAY 26th September

GNEISENAU ... WEDNESDAY 10th October

PRINZ LUDWIG ... WEDNESDAY 24th October

PRINZESS ALICE ... WEDNESDAY 7th November

ROON ... WEDNESDAY 21st November

BUELLOW ... WEDNESDAY 5th December

PRINZ REGENT LUITPOLD ... WEDNESDAY 19th December

PRINZ EITEL FRIEDRICH ... WEDNESDAY 2nd January

SEYDLITZ ... WEDNESDAY 16th January

PRINZ HEINRICH ... WEDNESDAY 30th January

GNEISENAU ... WEDNESDAY 13th February

PRINZ LUDWIG ... WEDNESDAY 27th February

O N WEDNESDAY, the 12th day of SEPTEMBER, 1906, at NOON, the Steamship "SACHSEN," Captain Fr. von Letten-Petersen, with MAILS, PASSENGERS, FREIGHT and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 10th Sept., and Parcels will be received on Board until 5 P.M. on TUESDAY, the 11th Sept., and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 11th Sept.

Contents of Packages are required.

No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linens can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class 2nd Class 3rd Class

PRINZ WALDEMAR ... 327 tons ... TUESDAY, 18th Sept.

PRINZ SIGISMUND ... 332 tons ... TUESDAY, 16th Oct.

WILLEHAD ... 4763 tons ... TUESDAY, 13th Nov.

O N TUESDAY, 13th SEPTEMBER, at NOON, the Steamship "PRINZ WALDEMAR," Captain Wolmaras, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linens can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class 2nd Class 3rd Class

TO MANILA ... \$30.00 \$30.00 \$20.00 return \$30.00

TO NEW GUINEA ... \$28.00 £18.10 £14.00 return \$24.00 £27.15

TO BRISBANE ... \$30.00 £20.00 £14.00 return \$24.00 £23.00

TO SYDNEY ... \$33.00 £23.00 £15.00 return \$29.10 £24.10

TO MELBOURNE ... \$38.00 £30.00 £16

POST OFFICE NOTICES.

The Empress of Japan, with the Canadian mail, left Shanghai on Saturday, the 1st inst., at 6 p.m., and may be expected here to-day.

The Debonair, with the English mail of the August 10th, left Singapore on Friday, the 31st ult., at 4 p.m., and may be expected here to-morrow, at 6 a.m. This packet brings replies to letters despatched from Hongkong on the 10th July, and the parcel mails closed in London for despatch by the all sea route on the night of the 1st August, and for despatch overland on the early morning of the 8th of August.

MAIL WILL CLOSE

	FOR	P.B.C.	DATE
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO			
(Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents)			
Singapore and Sourabaya			
Europe, &c., India via Ticticaria (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)			
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)			

Singapore, Penang and Calcutta		
Macau		
Samarang		
Shanghai and Chinkiang		
Bangkok		
Manila		
(Honolulu, Tiongana and Quilon)		
Singapore, Penang and Colombo		
Nagasaki, Kobe and Yokohama		
Macau		
Ningpo and Shanghai		
Kobe		
Swatow, Amoy and Foochow		
Macau		
Amoy, Shanghai, Nagasaki, Kobe, Yokohama and Seattle, Wash.		

COMMERCIAL.

CLOSING QUOTATIONS.

Sept. 3rd.

ON LONDON—	22	
Telegraphic Transfer	22	
Bank Bills, on demand	22	
Bank Bills, at 30 days' sight	22	
Bank Bills, at 4 months' sight	22	
Credit, at 4 months' sight	22	
Documentary Bills, 4 months' sight	22	
ON PARIS—	27	
Bank Bills, on demand	27	
Credit, at 4 months' sight	27	
ON GERMANY—	22	
On demand	22	
ON NEW YORK—	22	
Bank Bills, on demand	22	
Credit, 60 days' sight	22	
ON BOMBAY—	1611	
Telegraphic Transfer	1611	
Bank, on demand	1611	
ON CALCUTTA—	1611	
Telegraphic Transfer	1611	
Bank, on demand	1611	
ON SHANGHAI—	73	
Bank, at sight	73	
Private, 30 days' sight	73	
ON YOKOHAMA—	On demand	106
Bank, at sight	106	
ON MANILA—	On demand—Poso	102
Bank Bills, on demand	102	
Bank Bills, at 30 days' sight	102	
Bank Bills, at 4 months' sight	102	
Credit, at 4 months' sight	102	
Documentary Bills, 4 months' sight	102	
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